the District Medical Officer, Bangalore, will be requested to give effect to some of Dr. Chandrasekar's practical suggestions in the Tuberculosis Section of the Isolation Hospital in Bangalore.

6. Regarding the suggestion of Dr. Chandrasekar about the extension and improvement of the Princess Krishnajammanni Sanatorium at Mysore, and the giving of Post-Graduate training for all District Medical Officers and Assistant and Sub-Assistant Surgeons in the early diagnosis and treatment of tuberculosis, Government request the Senior Surgeon to favour them with definite proposals. He is also requested to take steps for the formation of an Anti-Tuberculosis Association at Bangalore and of another at Mysore.

7. Separate orders will issue regarding the appointment of a Special Officer to co-ordinate and supervise the tuberculosis work in the State, after the return of Dr. B. Jayaram Naidu, who has been sent to England for undergoing special training in Tuberculosis.

R. RANGA RAO,
General Secretary to Government.

Reviews the Administration Report of the Railway Department for the year 1927-28.

READ—

Report of the Administration of the Railway Department for the year 1927-28, received with letter No. 1171, dated the 3rd December 1928, from the Agent and Secretary to Government for Railways.

ORDER NO. G. 9380-430—G. M. 78-28-4, DATED 2ND FEBRUARY 1929.

Recorded.

2. *Administrative Changes.*—Khan Bahadur A. A. Khan remained in charge of the Department as Agent and Secretary to Government for Railways in addition to his duties as Traffic Manager throughout the year except for a month in January when he was on leave and Mr. K. Srinivasa Iyengar, A.M.I., MECH. E., etc., Engineer-in-Chief for Railways, officiated as Agent and Secretary in addition to his own duties. There was no change in the *personnel* of the Heads of Departments except that Mr. E. J. Kelly, Loco and Carriage Superintendent, went on four months' leave with effect from the 4th March 1928 prior to retirement and Mr. H. S. Aers, previously Works Manager, Madras and Southern Mahratta Railway, Perambur, was appointed in his place.

3. *Lines under Construction.*—The construction of the Shimoga-Arasalu Railway which was begun in March 1927 made good progress during the year. The Tunga bridge was completed and the new Shimoga Station will be shortly ready for opening. The whole line up to Kagi Hosahalli is likely to be opened for traffic in a few months. The extension of this Railway as far as Arasalu has been sanctioned and it is proposed to extend the line further as far as Anantapur and Sagar. The expenditure incurred on the construction of this Railway was Rs. 9,70,800 during the year and Rs. 14,18,239 from the commencement.

4. *Open Lines worked by the Madras and Southern Mahratta Railway Company.*—The length of the State lines worked by the Madras and Southern Mahratta Railway Company remained the same as before, namely, 271·48 miles. The gross earnings amounted to Rs. 52·59 lakhs as against Rs. 50·60 lakhs during the previous year; and the working expenses amounted to Rs. 30·40 lakhs as against Rs. 28·43 lakhs in the previous year. After payment of the surplus profits to the company and the guaranteed interest on the sterling loan, the net income to the State amounted to Rs. 14·79 lakhs yielding a return of 7·44 per cent as against 7·37 per cent in the previous year.

5. *Open Lines worked by the State.*—The length of the open lines worked by the State Railway Department remained the same as in the previous year, namely, 424·29 miles. The gross earnings of these lines amounted to Rs. 38·04 lakhs as against Rs. 35·60 lakhs in the previous year. There was thus an increase of Rs. 2·44 lakhs of which Rs. 1·24 lakhs was under coaching due to large movement of passengers during the celebrations in connection with the Silver Jubilee of His Highness the Maharaja, the All-India Exhibition at Mysore and general improvement in traffic; and Rs. 0·93 lakhs under Goods and Rs. 0·27 lakhs under Miscellaneous.

The increase of passengers was noticeable on Metre Gauge and Narrow Gauge and under all classes. There was however a fall of passengers traffic on tramways due to competition from road Motor Services. The question of co-ordinating these Motor bus services with the Railways in the best manner possible is under consideration.

The ordinary working expenses amounted to Rs. 22·64 lakhs as against Rs. 23·56 lakhs in the previous year. The percentage of working expenses to the gross earnings was 59·50 as against 66·16 and this is the lowest on record during the past six years.

After setting apart a sum of Rs. 4 lakhs towards the Depreciation Fund, the net cash receipts from the lines worked by the State amounted to Rs. 9,89,000 or 3·16 per cent on the capital outlay as against Rs. 6,22,334 or 1·99 per cent in the previous year.

The capital outlay during the year was Rs. 17·42 lakhs of which Rs. 2·65 lakhs was on lines worked by the Madras and Southern Mahratta Railway and Rs. 14·77 lakhs was on lines worked by the State. This brings the total investment on Railways to 530·72 lakhs. The total revenue from the Railways worked by the Company as well as the State amounted to Rs. 88·19 lakhs as against Rs. 76·42 lakhs in the year 1922-23 showing a large surplus of Rs. 11·77 lakhs during a period of six years ; and the net revenue from Railways amounted to Rs. 22·62 lakhs or a return of 4·38 per cent on the total investment.

6. *Stores.*—There were stores in the Department of the value of Rs. 7,31,719 at the beginning of the year. Stores to the extent of Rs. 11,54,105 were purchased during the year and the issues amounted to Rs. 11,29,974 leaving a balance of Rs. 7,55,850 at the end of the year.

7. *Accidents, etc.*—There was no accident to trains that caused serious injury to persons or damage to property. Three persons were run over by trains and killed. One person fell down from a running train and died of the injuries sustained. The number of passengers injured during the year was five due either to falling from or jumping out of trains and the number of engine failures was 42 as against 49 in the previous year. The number of cattle accidents was 94 as against 96 in the previous year.

8. *General.*—The traffic prospects of the marginally noted lines were investigated during the year and the reports received in this connection were under consideration. A telegraph training class was opened to train students in telegraphy and traffic working. Three Traffic Probationers were entertained and deputed for training ; two on the Madras and Southern Mahratta and the South Indian Railways and one locally. The question of entertaining three more Probationers for the Loco Department was under consideration.

1. Chamarajnagar-Satyamangala Extension.
2. Chamarajnagar-Kollegal Railway.
3. Tumkur-Sira-Hiriyur Railway.
4. Tumkur-Sira Railway *via* Madhugiri.
5. Tumkur-Madhugiri Railway *via* Sira.
6. Tumkur-Sira Railway.
7. Chitaldrug-Huliyur Railway.
8. Chitaldrug-Challakere Railway.
9. Davangere-Jagalur Railway.
10. Davangere-Kottur Railway *via* Jagalur.

Sir Clement Hindley, President of the Railway Board and Sir Francis Couchman, one of the Directors of the Madras and Southern Mahratta Railway Home Board, paid a visit to Mysore during the year.

Special efforts were made during the year for the economising of expenditure in several directions, as a result of which the working expenses were reduced from 84·07 per cent of the gross earnings in the year 1921-22 to 59·50 per cent in the year 1927-28. It is hoped that, with the addition of more mileage in the coming years, it will be possible to bring down these expenses still further.

Government desire to place on record their appreciation of the satisfactory working of the Department during the year under the able guidance of Khan Bahadur A. A. Khan.

R. RANGA RAO,
General Secretary to Government.